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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Uzbek SSR)	REPORT	
SUBJECT	Production at Chkalov Aircraft Plant 84B in Tashkent	DATE DISTR.	7 April 1960
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50X1-HUM

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. Until 1952 Factory No. 84B produced IL-2 aircraft. After a period lasting about one year until autumn 1953, during which one prototype was produced and tested, fullscale production of type IL-14, twin-engined passenger aircraft, began and continued until May 1958. At the final point, No. 35 Shop, only one aircraft at a time was assembled, and rather less than one per day. [redacted] monthly production was 15-20 aircraft. Both civil and military versions of the IL-14 were produced, the latter with metal seats along the sides of the aircraft. The proportion of civil, to military aircraft was not known [redacted]
2. Planning of IL-17, as aircraft to replace the IL-14, began in early 1957.<sup>1</sup> This aircraft was designed for both passenger and freight use, and,

50X1-HUM

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		NIC	X	ORR	Ev	X
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S-E-C-R-E-T

-2-

50X1-HUM

[redacted] would be able to carry two large single-decker buses, and would also be faster than the IL-14. Up to May 1958 a prototype had not been completed, although work on the assembly of one, in No. 35 Shop, began in January 1958. By May 1958 the frame of the fuselage was visible and appeared to be about 40 meters long by four to five meters in diameter. [redacted] testing was expected to begin in October 1958, and, as with the IL-14, both civil and military versions would be produced.

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3. At Shop No. 15 between 32 and 35 petrol tanks, each of between 700-800 liters capacity, were produced daily. Some of these were for current plant production, and were sent direct to Shop No. 35 for fitting (the IL-14 had six to eight tanks). The remainder went to Shop No. 37 for packing and export to Soviet bloc countries using this aircraft.

4.

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Production Reported [redacted]

5. Production of the twin-engined passenger aircraft IL-14 ceased in March 1958, since when the resources of aircraft assembly plant 84B have been entirely devoted to the development and production of a new type, IL-17. Planning of the IL-17 began in early 1957, and the aircraft was still in the experimental stage in March 1959. [redacted] both military and civil versions of the aircraft, for both freight and passenger transport, are aimed at; up to March 1959 only military freighter prototypes had been produced, although civil versions, both freight and passenger, were, it was rumored, to be turned out in summer 1959.

50X1-HUM

6. The IL-17 is a twin-engined turbojet aircraft. The estimated length of the fuselage is 38 to 40 meters, diameter of fuselage  $3\frac{1}{2}$  meters, and wing-span 35 meters. The wings are placed at the top of the fuselage. [redacted] its weight is 12 to 14 tons and a matter of concern to the designers who, in March 1959, were considering what steps to take in order to reduce it. The aircraft was said to be able to carry one medium-sized tank with its crew or two small single-decker buses, without passengers. The military version was to be armed with a "gun" on top of the fuselage, at the junction of the wings, one rear machine gun and one machine gun "underneath" the fuselage. There is a rear loading door and another on the left side of the fuselage. The interior of the aircraft is entirely of duraluminum.

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7. Production of a prototype began in March 1958. In July 1958 the first aircraft was sent by rail, in crated sections, to the town of Saratov, where there is an aircraft testing establishment. It was returned to Tashkent in August 1958 for assembly. In September 1958 its trials took place at the airfield adjoining the factory, and were attended by a delegation from the Air Ministry [sic; GKAT?] in Moscow, consisting of two Soviet Air Force Generals, Sokolov (fnu) and Kokkinakes (fnu) [redacted] and by S.Y. Ilyushin, the designer of the aircraft. Kokkinakes flew the aircraft on its first flight.<sup>2</sup>

50X1-HUM

8. In October 1958 a further three IL-17's were produced. By March 1959 full-scale production had still not begun, although four or five aircraft were produced in both February and March 1959. During March, six to seven IL-17's were observed on the airfield. An unknown number of technicians from the factory was sent to Saratov on a special training course, connected with production of the IL-17, lasting three months, at the end of 1958. They returned to Tashkent in March 1959.

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50X1-HUM

S-E-C-R-E-T

50X1-HUM

-3-

9. When production of the IL-17 began in March 1958, certain changes in the organization of shops at Plant 84B were planned in order to meet the differing requirements. Some shops were to be transferred from the large building which housed the final aircraft assembly shop (No. 35) to a new building immediately west of the airfield. This and other changes were designed so that, without any enlargement to the building itself, more room would be available inside Shop No. 35 to allow for the larger size of the new aircraft.

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U.S.S.R.AIR/ECONOMIC.Aircraft Factory Group No. 84A, B & C, TASHKENT.  
(May 1958)

1. A sketch of the outlay of Factory No. 84B, together with a key, is attached as an Appendix.

Staff and Shifts.

2. Aircraft Factory No. 84B employs a total staff, including an unknown number of non-productive administrative personnel, of between 7,000 and 8,000. Working hours consist of one shift, from 0800 - 1700 hours, except for Shops No. 10 and No. 11 (on sketch-map 4, 22 and 28), which not only produce metal and rubber components for current production but spare parts for use wherever aircraft from this factory are in service; these two shops work a second shift, from 1700 - 0100 hours. Shop No. 10 (rubber components) employs c. 100 workers; Shop No. 11 (metal components) employs c. 250-300 workers.

Officials.

3. Manager of the entire factory group (84A, 84B and 84C) from late 1956 until the date of this report (May 1958) was SLIANOV f.n.u., [redacted] deputy manager of the factory group was an Uzbek Muslim (name not known), although in Factory No. 84B not more than 150 Muslims were employed, all of them skilled workers.

50X1-HUM

In charge of No. 15 Shop (petrol-tanks and seat-frames) was Geygon Sergeyevitch KHALAPOV, [redacted] of No. 25 Shop (tail sections, cowings, flaps) SIAPHIN f.n.u., [redacted]

50X1-HUM

Production.

- 1 4. Until 1952 Factory No. 84B produced aircraft LI-2. After a period lasting about one year until the autumn of 1953, during which one prototype was produced and tested, fullscale production of type IL-14, twin-engined passenger aircraft, began and continued until date of [redacted]

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report (May 1958). At the final assembly point, No. 35 Shop, (20 on sketch-map) only one aircraft at a time was assembled, and rather less than one per day, [redacted] monthly

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production was 15-20 aircraft. Both civil and military versions of the IL-14 were produced, the latter with metal seats along the sides of the aircraft; the proportion of civil to military aircraft was not known [redacted]

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2. 5. Planning of IL-17, an aircraft to replace IL-14, began in early 1957. This aircraft was designed for both passenger and freight use, and [redacted] would be able to carry two large single-decker buses, and would also be faster than the IL-14. Up <sup>to</sup> till date of report (May 1958) a prototype had not been completed, although work on the assembly of one, in No. 35 Shop, began in January 1958. By May 1958 the frame of the fuselage was visible and appeared to be about 40 metres long by 4.5 metres in diameter.

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[redacted] testing was expected to begin in October 1958, and, as with the IL-14, both civil and military versions would be produced.

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3. 6. At Shop No. 15 (9 on sketch-map) between 32 and 35 petrol tanks, each of between 700-800 litres capacity, were produced daily. Some of these were for ~~the~~ current aircraft production, and were sent direct to Shop No. 35 for fitting (the IL-14 had 6 tanks), the remainder went to Shop No. 37 (29 on sketch-map) for packing and export to Soviet bloc countries using this aircraft.

#### Factory No. 84A.

7. This factory produces unspecified aircraft component parts for use at 84B, but also turns out aluminium articles for domestic and kitchen use.

#### Factory No. 84C.

8. Otherwise known as No. 13 Shop, this factory is about 5 kilometres North-East of TASHKENT and close to the CHIRCHIK railway station from which a railway-line enters the factory premises (for observation) it consisted of one brick building, c. 100 x 50 metres,

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plus 5-6 timber storehouses. It employs 60-80 workmen. This factory is devoted entirely to timber-work: apart from wooden aircraft components for use at 84B, it also turns out wooden articles (cupboards, tables etc.) for the use of the factory officials.

**Airfield.**

9. Out of bounds to workmen at 84B. One NE-SW tarmac runway of estimated length 1000 metres. The airfield is used both for testing and flying away aircraft produced at 84B, and by the Russian Air Force; in May 1958, about twenty small jet aircraft and six helicopters were usually to be seen parked on the North side of the airfield; distance made closer identification impossible.

At the Eastern extremity of the airfield, in March 1958, thirty workmen from 84B were employed mixing concrete, both for the use of the factory and of the airfield; in the latter case for the concreting of all aprons and taxiways and, according to the workmen concerned, for new constructions, of which no details were known, on the North side of the airfield.

On the East side of the airfield, in a wooded area, there were barracks for an estimated 200 men.

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KEY to Sketch of FACTORY No. 84B.

1. Workers entrance.
2. Factory guard room.
3. Medical and first-aid building.
4. No. 11 shop (CHEKH): manufacture of various metal parts of aircraft. Single storey, brick building c 50 x 40 metres.
5. Workers wash-house.
6. No. 39 shop: factory garage. Single storey, brick building c 70 x 30 metres.
7. No. 33 shop: hot water and air conditioning plant supplying whole factory: c 40 x 25 metres.
8. Underground petrol tanks (dimensions and capacity unknown): surrounded by wooden fence.
9. Single storey brick building c 100 x 60 metres. Divided into two sections, No. 25 shop and No. 15 shop. No. 25 shop (Eastern section of building) manufactures tail sections of aircraft, flaps and engine cowlings; No. 15 shop (Western section of building) manufactures aircraft petrol tanks and seat frames.
10. Factory fire-fighting equipment, including four-five fire engines. Brick building c 15 x 30 metres.
11. No. 36 shop. Houses personnel responsible for final checking of aircraft and installation of electrical equipment. Brick building c 30 x 50 metres.
12. Workers canteen. Single storey building c 10 x 15 metres.
13. Flight control tower.
- 14.)  
15.)  
16.) Annexes of No. 36 shop (see 11 above). Wooden buildings.
17. Aircraft weighing enclosure.
18. Annex of No. 34 shop. Painting of aircraft internal components. Steel frame aluminium roofed building c 20 x 30 metres.
19. Steel frame aluminium building c 60 x 40 metres, divided into two halves: No. 34 shop (Northern section of building), aircraft spraying; No. 17 shop (Southern section of building), manufacture of various small aluminium components and spare parts.
20. Brick building c 130 x 70 metres, divided into five shops:
  - (a) No. 14 shop, fitting of propeller shafts.
  - (b) No. 18 shop, manufacture of flooring.
  - (c) No. 24 shop, manufacture of aircraft wings.
  - (d) No. 28 shop. On raised overhead platform above other shops, upholstery of aircraft seats.
  - (e) No. 35 shop. Final assembly of aircraft.
21. Open square and fountain.

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50X1-HUM

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50X1-HUM

22. Brick building c 50 x 30 metres. No.10 shop, manufacture of all rubber components of aircraft; also factory planning department; also houses aircraft designing section and drawing department.
23. No.19 shop. Manufacture of propeller shafts. Brick building c 40 x 70 metres.
24. Electricity transformer, 380 volts.
25. Female workers medical and first aid.
26. Workers canteen. Brick building c 50 x 20 metres.
27. Brick building c 50 x 15 metres. Annex of No.214 shop of Factory No.84A. Manufacture of aircraft electrical equipment; also various welding processes.
28. Steel frame aluminium-covered building c 60 x 70 metres. Annex of No.11 shop (see 4 above). Presses and lathes for manufacture of various metal components.
29. No.37 shop. Packing of aircraft components for export. Steel frame aluminium-covered building c 30 x 60 metres.
30. Brick building c 50 x 30 metres, constructed in 1956, when No.7 shop from Factory No.84A was transferred here. Lathes and presses for manufacture of various metal components.
31. Building c 100 x 50 metres under construction (May 1958) to which an unspecified shop from Factory No.84A was to be transferred.
32. Steel frame aluminium-covered building c 20 x 10 metres. Aircraft repair workshop.
33. Cement and brick building, three-storeys, c 120 x 50 metres. On ground floor annex of No.7 shop (see 30 above). Cleaning of steel sheets brought to factory by rail. First and second floors are used as store-house for clothing and other factory equipment.
34. Cement and paper store-house. Wooden building c 30 x 15 metres.
35. Canteen for UZBEK workmen. Wooden building c 40 x 15 metres.
36. Annex of No.20 shop from Factory No.84A. Building and construction section. Wooden building c 25 x 10 metres.
37. Underground petrol tanks of unknown capacity.
38. Railway entrance.
39. Vehicle entrance.
40. Stone wall, 2.5 metres high, topped with barbed wire, surrounding factory.
41. Look-out posts inside the wall every 150 to 200 metres.
42. Railway lines.
43. Barbed wire continuation where wall ends

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- 111 -

50X1-HUM

44. Tarmac runway c 1000 - 1200 metres long by 60 x 80 metres wide.

45.) Aircraft parking apron.  
46.)

Note: The sketch-map is not a scale drawing.

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Aircraft Factory 81E  
TASHKENT

## APPENDIX

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ATT 7 for

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Air/Economic

1st June, 1958.

CHKALOV Aircraft Assembly Plant 84B at TASHKENT.  
(March 1959)1. Production:

5. Production of the twin-engined passenger aircraft IL-14 ceased in March 1958, since when the resources of aircraft assembly plant 84B have been entirely devoted to the development and production of a new type, IL-17.

2. Planning of the IL-17 began in early 1957, and the aircraft was still in the experimental stage in March 1959. [redacted] both military and civil versions of the aircraft, for both freight and passenger transport, are aimed at; up <sup>to</sup> ~~until~~ March 1959 only military freighter prototypes had been produced, although civil versions, both freight and passenger, were, it was rumoured, to be turned out in the summer of 1959.

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6. 3. ~~A rough sketch of the aircraft is attached at appendix~~ The IL-17 is a twin-engined turbojet aircraft, the estimated length of the fuselage is 38 <sup>4</sup> 40 metres, diameter of fuselage  $3\frac{1}{2}$  metres, and wing-span 35 metres. The wings are placed at the top of the fuselage. [redacted]

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[redacted] its weight is 12 <sup>6</sup> 14 tons and a matter of concern to the designers who, in March 1959, were considering what steps to take in order to reduce it. The aircraft was said to be able to carry one medium-sized tank with its crew or two small, single-decker buses, without passengers. The military version was to be armed with a "gun" on top of the fuselage, at the junction of the wings, one rear machine-gun and one machine-gun "underneath" the fuselage. There is a rear loading door and another on the left side of the fuselage. The interior of the aircraft is entirely of duraluminium.

7. 4. Production of a prototype began in March 1958. In July 1958 the first aircraft was sent by rail, in crated sections, to the town of S.R. TOV, where there is an aircraft testing establishment. It was returned to Tashkent in August 1958 for assembly. In September 1958 its trials took place at the airfield adjoining the factory, and were attended by a delegation from the Air Ministry in Moscow, consisting of two Soviet Air Force Generals, [redacted]

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[sic; GKAT?]

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 SOKOLOV (fnu) and ~~XXXXXXXXXX~~ (fnu) and  
 by ~~XXXXXXXXXX~~, the designer of the aircraft. ~~XXXXXXXXXX~~ flew the aircraft  
 on its first flight. <sup>2</sup>

8. 5. In October 1958 a further three IL-17s were produced. By March 1959  
 full-scale production had still not begun, although <sup>4</sup> 5 aircraft were  
 produced in both February and March 1959. During March, <sup>6</sup> 7 IL-17s were  
 observed on the airfield. An unknown number of technicians from the  
 factory <sup>was</sup> sent to ~~XXXXXXXXXX~~ on a special training course, connected with  
 production of the IL-17, lasting three months, at the end of 1958. They  
 returned to ~~XXXXXXXXXX~~ in March 1959.

6. Staff:

The total staff at Plant 84B is about 7,000, of whom an estimated  
 1,200 are administrative, i.e. not directly engaged in production.

7. Manager of the entire factory group (84A, B and C) from 1956 until  
 December 1957 was SILLIKHOV (fnu) who was dismissed at the end of 1957 for  
 failing to keep production at the required level. His replacement, who  
 was still in office in March 1959, was KANTISIOV (fnu) a Russian Jew aged  
~~XXXXXXXXXX~~ a Communist Party member, married, and resident in a luxurious house  
 in TASHKENT.

The Deputy Manager of the group since 1950 is a retired Air Force  
 Lieutenant-Colonel named KOUZOUNOV (fnu) ~~XXXXXXXXXX~~ He is assisted by  
 Mikhail Yurovitch KIMKHIN, a Russian Jew, married, ~~XXXXXXXXXX~~ who was also  
 appointed in 1950, and who in addition to these duties controls the factory  
 motor transport (No.39 Shop).

The Communist Party's chief representative in the factory, since 1950,  
 is an Armenian ~~XXXXXXXXXX~~ named NIZARLIN (fnu).

The Chief Engineer is named P. SPELOV (fnu).

8. Other officials included:

Gevgen Sergeyevitch KHLILPOV, ~~XXXXXXXXXX~~ head of No.24 Shop (wing  
 sections) since late 1956 ~~XXXXXXXXXX~~

ISMILLOV (fnu), head of No.15 ~~XXXXXXXXXX~~

CHERKNOV (fnu), ~~XXXXXXXXXX~~

head of No.10 Shop (rubber petrol tanks  
 for IL-17 and ~~XXXXXXXXXX~~ rubber ~~XXXXXXXXXX~~).

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**SECRET** Attachment 2 To

50X1-HUM

-3-

9. Organisational Changes since March 1958:

When production of IL-17 began in March 1958, certain changes in the organisation of Shops at Plant 84B were planned in order to meet the differing requirements. These were as follows:

- (a) In the large building which housed the final aircraft assembly point (No.35 Shop) as well as Shops No.14 (internal fittings of fuselage) No.18 (aircraft flooring) No.24 (wing sections) and No. 28 (upholstery of aircraft seats), Shops No.35 and 14 remain, but Shops No.18, 24 and 28 are to be transferred to a new building immediately west of the airfield. In place of Shop 18, Shop No. 5 from Plant 84A (using 50 and 60 ton presses for manufacture of engine cowlings, etc) is to be moved in and amalgamated with Shop No.14. No.17 Shop (small metal components) is taking the place of Shop No.24. The total effect of these changes was intended to be that, without any enlargement of the building itself, more room would be available inside for No.35 shop to allow for the larger size of the new aircraft.
- (b) The new building, c.150 x 100 metres, immediately west of the airfield, is of concrete and brick construction, roofed with metal sheeting. It is divided perpendicularly into two sections, one of which has two storeys; the second, although of one storey, is of exactly the same height as the other section, and will house electrically-operated cranes. In addition to Shops Nos.18, 24 and 28 (see sub-paragraph (a) above), Shop No.6 (function not known) from factory 84C is to be moved into the new building. In March 1959 this new building was almost completed, and Shops Nos.18 and 24 had already moved in.
- (c) No.17 Shop (vide sub-paragraph (a) above) was moved out of the building hitherto shared with No.34 Shop (aircraft spraying/painting) in order to allow more room for No.34 Shop in view of the larger size of the new aircraft. Part of the space occupied originally by No.17 Shop is now a scrap yard.

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**SECRET**10. Constructional Processes and Changes Therein:

- (a) Rubber Petrol Tanks: The IL-17 will use rubber petrol tanks instead of the metal ones used in earlier aircraft produced at Plant 84B. Shop No.10 (rubber components) will take over this additional responsibility.
- (b) The engine ducts (tubes or pipes?) in the IL-17 are made in Shop No.15 from a special new light-weight metal amalgam of steel and unoxdized aluminium called "NERAZEVAIKA", instead of "Steel No.20" which was used for the IL-14. Whereas in the IL-14 a total of c.380 engine components made of "Steel No.20" were used, the IL-17 will have c.1,200 components, all made of "NERAZEVAIKA" except for c.30 made from "Steel No.20". Pressure resistance of the steel tubing is 4 Atmospheres as opposed to that of the duraluminium which was 2 Atmospheres.
- (c) No.15 Shop also undertakes the "chemical washing" of the ducts (tubes or pipes?) it produces. This is a three-stage process: compressed air and sand, petrol, and finally an unspecified liquid chemical solution.

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11. Airfield:

The airfield adjoining the factory is

used for testing aircraft produced at Plant 84B and as a flyaway.

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There is, however, a Soviet Air Force unit stationed at the airfield, with barracks at its Eastern extremity. This is estimated to consist of some 200 men and 50 officers, the highest rank seen being that of Lt.-Colonel. The unit disposes of 30 - 35 vehicles (ZIS-150, ZIS-120, GAZ-51 "KOLOTOV" plus a small number of saloon cars for the use of officers. A sketch of the encampment area is attached at Appendix B, together with a key,

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*A Attachment 2 to*

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Key to Sketch at Appendix B.

1. Main entrance and guardpost.
- 2, 3 and 4. Two storey buildings c.30 x 20 metres comprising officers' quarters and unit administrative offices.
5. Vehicle exit and guardpost.
6. Underground aircraft fuel dump (? unverified).
7. Water-point supplying entire unit.
- 8, 9 and 10. WT masts, c.15 metres high.
- 11 and 13. Single storey buildings c.60 x 20 metres, men's quarters.
12. Exit to airfield and guardpost.
14. Garage. Single-storey building plus open parking space c.80 x 50 metres.
15. Wall c.2½ metres high.
16. Barbed wire c.2½ metres high.
17. Railway line.
18. River KARASOY

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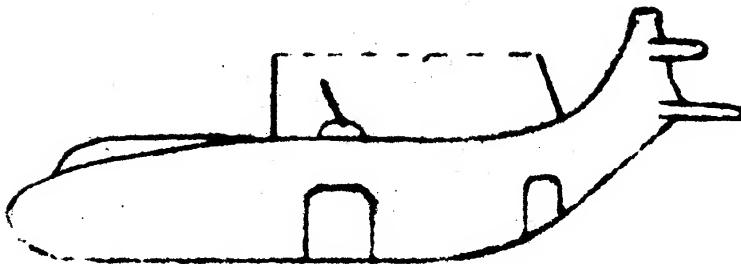
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IL-17

Twin-engined turbojet freighter/passenger military/civil aircraft.



Length of fuselage c. 38-40 metres

Wing tip to wing tip c. 35 metres

Rear loading door and door on left side

Weight c. 12 - 14 tons.

V aerial (dotted line)

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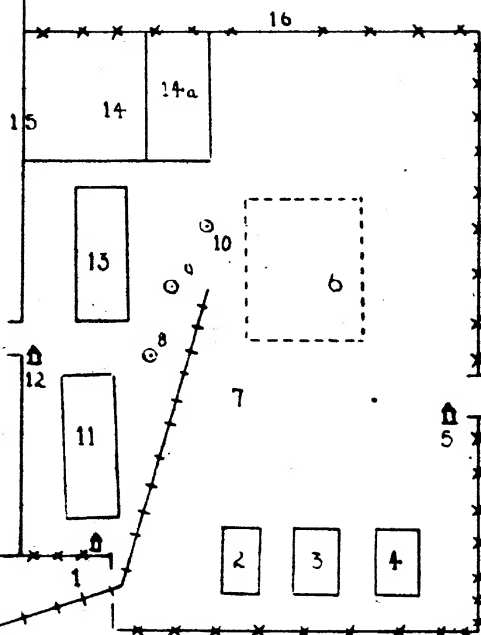


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← To Factory 84 B Area

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AT entrance 2 To